WITH THE COMPLIMENTS OF THE

Honorary Secretary

OF THE

Royal Canadian Yacht Club.

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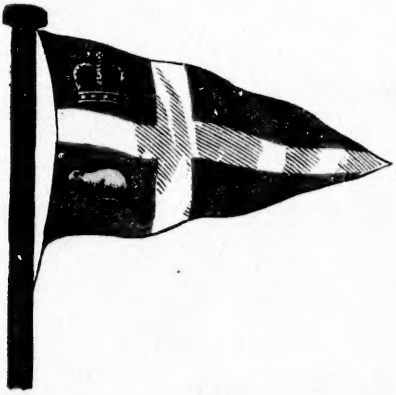
Royal Canadian Yacht Club

STATION—TORONTO, CANADA



BY-LAWS AND SAILING RULES.

Established, 1854.
Incorporated 4th March 1868.
Date of Admiralty Warrant, 10th July, 1873.

TORONTO:
THE COPP, CLARK COMPANY, LIMITED,
1890.

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OFFICE-BEARERS, 1890.

Patrons:

His Royal Highness the Prince of Wales.
His Royal Highness the Duke of Connaught.
His Excellency the Governor-General of Canada.

Commodore:

A. R. Boswell, Esq.

Vice-Commodore:

Thos. McGaw, Esq.

Captain:

C. A. B. Brown, Esq.

Hon. Sec.-Treas.:

S. Bruce Harman, Esq.

Committee of Management:

F. Arnoldi.
Hume Blake.
G. Boulton.
A. M. Cosby.
G. E. Evans.
J. Mitchinson.
L. V. Percival.
A. Piddington.
J. E. Robertson.
R. F. Stupart.

Assistant Secretary:

Jeffery Foot, Town Club House.

AN ACT

To Incorporate the Royal Canadian Yacht Club.

Whereas the persons hereinafter named, with a large number of others in Toronto, and elsewhere, in the Dominion of Canada, have associated themselves for the establishment of a Club, for the purpose of encouraging Yacht Building and Sailing in Canadian Waters, and have prayed to be incorporated by the name of "The Royal Canadian Yacht Club," having been permitted by Her Most Gracious Majesty to assume the style of "Royal"; and it is expedient to grant their prayer: Therefore Her Majesty, by and with the advice and consent of the Legislative Assembly of Ontario, enacts as follows:—

1. Edwin M. Hodder, George H. Wyatt, B. R. Clarkson, H. L. Hime, and William Armstrong, Esquires, the Officers, and such other persons as now are or hereafter shall become members of the said Association, shall be and are hereby declared to be a body politic and corporate, in deed and in name, by the name of "The Royal Canadian Yacht Club," and by that name shall have perpetual succession, and a common seal, and shall have power, from time to time, to alter, renew, or change such common seal, at their pleasure, and shall by the same name, from time to time and at all times hereafter, be able and capable to purchase, acquire, hold, possess, and enjoy, and to have, take, and receive to them and their successors, such lands, tenements, and hereditaments, and real and immovable property and estate, situate, lying and being within the City of Toronto, as may be necessary for the actual use or occupation of the Corporation as a Club-House and dependencies; and the same to sell, alienate, and dispose of whensoever the said Corporation may deem it proper so to do: and by the same name shall and may be able and capable in law to sue and be sued, implead and be impleaded, answer and be answered unto in any manner whatsoever: and the constitution, rules and regulations now in force, touching the admission and expulsion of members, and the management and conduct generally of the affairs and concerns of the said Association, in so far as they may not be inconsistent with the laws of this Province, shall be the constitution, rules, and regulations of the said Corporation, provided always that the said Corporation may from time to time, alter, repeal, and change such constitution, rules, and regulations of the said Corporation.

2. All property and effects now owned by or held in trust for the said Association, are hereby vested in the said Corporation, and shall be applied solely to the maintenance of the said Corporation.

3. No member of the Corporation shall be liable for any of the debts thereof beyond a sum which shall be equal to the amount of the original entrance fee, and the annual subscriptions which may remain unpaid by such member; and any member of the Club, not being in arrears, may retire therefrom, and shall cease to be such member, on giving notice to that effect, in such form as may be required by the by-laws thereof, and thereafter shall be wholly free from liability for any debt or engagements of the Club.

4. It shall be lawful for the said Corporation to issue stock to such extent as they may deem necessary, not exceeding, in the aggregate, the sum of Thirty Thousand Dollars, in shares of Fifty Dollars each; such stock to be subscribed for in a book to be opened for that purpose, by a Committee of the said Club, and to be paid up in such manner, and within such time, as may be determined by the said Committee.

5. The funds arising from such stock shall be applied exclusively to the purchase of lands or buildings, for or to the erection of a Club-House and dependencies, and of furnishing the same.

6. The shares of such stock shall be assignable by delivery and surrender of the certificates to be issued to the holders of such shares, respectively, and by assignment on the books of the Corporation.

7. The holder of such stock, duly paid up, shall be a proprietor of an undivided share of the real estate of the Corporation, and of the buildings thereon to be erected, and shall be exempt from all liability beyond the extent of the stock he shall actually hold.

8. It shall be competent to the said Corporation to pay off so much of the said stock, from time to time, as the Committee may deem desirable; the share or shares, so to be paid off, to be selected by the said Committee by ballot.

9. The said Corporation shall make and furnish to the Lieutenant-Governor and to the Legislative Assembly of the Province of Ontario during the first fifteen days of the first Session thereof, in each and every year, a full and unreserved statement of the affairs of the said Company, and of its funds, property and securities.

FLAGS.

The Club Flag shall be a blue Burgee, with a white cross, a crown in the upper square, and a beaver in the lower—both yellow—and shall be hoisted at the mast-head. Pattern to be as follows: triangular, not less than three feet long by two feet in luff. Each boat shall be provided with a Distinguishing Flag of the same size and shape, and of such pattern as the owner may select. The Club Ensign shall be blue, with the crown in the fly. With the view of assimilating the practice of the Royal Canadian Yacht Club to the usage of all other Yacht Clubs, the boats of the Club, when sailing in any organized meeting, shall be at liberty to hoist the following flags only, viz., the Club Flag, the Distinguishing Flag, the Official Flag, and the Blue Ensign. The Commodore's Flag shall be five feet long by two feet six inches wide—*Red*, with yellow crown in centre; the Vice-Commodore's Flag, the

same shape and dimensions, *White* with blue crown in centre; the Captain's, do., do., *Blue*, with white crown in centre. The Lake Yacht Racing Association's code of signals has been adopted by the Club.

UNIFORM.

The Club uniform shall be a dark blue jacket with Club buttons, white or blue cloth waistcoat, black trowsers and black tie: the jacket to have a falling collar, double breast, eight buttons on each side, four buttons on the cuffs, with gold braid, lining black; blue cap and badge, of the pattern of the Royal Thames Y.C., and a badge on each shoulder as follows: Commodore, Crown and Anchor on Crowfoot (gold); Vice-Commodore, Crown on do.: Captain, Anchor on do.; Secretary-Treasurer, two stripes of gold lace, three braids in each; (undress) officer's coat, two stripes of three braids, each 1½ in. long, and ¾ in. between each stripe on each shoulder; the dress uniform shall be a blue tailed coat, double breasted, rolling collar, lapels to side pockets, with three large buttons on each, six buttons on each side, lining white silk; black cloth trowsers and black tie.

GOVERNMENT HOUSE,
QUEBEC, AUGUST 4TH, 1854.

SIR,—I am commanded by the Governor-General to inform you that His Excellency has received a dispatch from Her Majesty's Secretary of State for the Colonies, stating that he has laid before the Queen the Petition of the members of the Canadian Yacht Club, praying that Her Majesty would be pleased to permit them to assume the style of "Royal"; and that Her Majesty was graciously pleased to comply with their prayer.

I have the honor to be, Sir,

Your most obedient servant,

[Signed] AUG. T. HAMILTON,
Mil. Sec'y.

JOHN ETTRICK, ESQ.,
Secretary, C. Y. C.,
TORONTO, C. W.

WARRANT

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, etc.

Whereas we deem it expedient that vessels belonging to the Royal Canadian Yacht Club shall be permitted to wear the Blue Ensign of Her Majesty's fleet with a Crown in the fly.

We do by virtue of the power and authority vested in us hereby warrant and authorize the Blue Ensign of Her Majesty's fleet, with a Crown in the fly, to be worn on board the respective vessels belonging to the Royal Canadian Yacht Club accordingly.

Given under our hands and the seal of the office of Admiralty, this tenth day of July, 1878.

(Signed) A. W. A. HOOD.
GILFORD.

By command of their Lordships,

(Signed) THOS. WOLLEY.

L.M.M.

ADMIRALTY,
1st August, 1878.

1. As there appears to be a want of knowledge on the part of Secretaries of Yacht Clubs, of the conditions under which the Lords Commissioners of the Admiralty grant Warrants for Owners of Yachts belonging to the several Clubs to fly particular flags, My Lords have caused the following circular letter to be drawn up, and copies to be sent to the Secretary of each Club holding a Warrant from the Admiralty.

2. Clause 19 of the Merchant Shipping Act, 1854, sets forth, that —"Every British ship must be registered in manner hereinafter mentioned, except,

(1.) Ships duly registered before this Act comes into operation :

(2.) Ships not exceeding fifteen tons burden *employed solely* navigation on the rivers or coasts of the United Kingdom, on the rivers or coasts of some British possessions within wh the managing owners of such ships are resident:

(3.) Ships not exceeding thirty tons burden, and not having whole or fixed deck, and employed solely in fishing or trad coastwise on the shores of Newfoundland or parts adjac thereto, or in the Gulf of St. Lawrence, or on such portion the coasts of Canada, Nova Scotia, or New Brunswick as bordering on such gulf:

And no ship hereby required to be registered shall, unless register be recognized as a British ship; and no officer of customs shall grant clearance or transire to any ship hereby required to be registered for t purpose of enabling her to proceed to sea as a British ship, unless t master of such ship, upon being required so to do, produce to him su certificate of registry as is hereinafter mentioned; and if such sh attempts to proceed to sea as a British ship without a clearance transire, such officer may detain such ship until such certificate produced to him."

3. Clause 105 sets forth, that—"If any colours usually worn by H Majesty's ships, or any colours resembling those of Her Majesty, any distinctive national colours, except the Red Ensign usually worn merchant vessels, or except the Union Jack with a white border, or the pendant usually carried by Her Majesty's ships, or any pendant anywise resembling such pendant, are or is hoisted on board any sh or boat belonging to any subject of Her Majesty, without warrant f so doing from Her Majesty or from the Admiralty, the master of suc ship or boat or the owner thereof, if on board the same, and eve other person hoisting or joining or assisting in hoisting the same, sha for every such offence incur a penalty not exceeding five hundre pounds; and it shall be lawful for any officer on full pay in the militar or naval service of Her Majesty, or any British officer of the custom or any British consular officer, to board any such ship or boat, and take away any such jack, colours, or pendant; and such jack, colour or pendant shall be forfeited to Her Majesty."

4. In all applications for Warrants for Vessels required by the A to be registered, it is essential that the following particulars be stated:-

Name of Vessel.
Rig.
Length, per Register.
Breadth do.
Tonnage do. (to decimals)
Port of Registry.
Name of Owner.

Applications for warrants for Vessels *not* required by the Act to b registered, should, in addition to the dimensions, etc., of the Vessel, b

accompanied by a statement of the name of the former Owner, in order that the Vessel may be identified.

5. Warrants are granted to the Secretaries of Clubs, and My Lords consider the Clubs responsible for the return of the Warrants. They would, therefore, suggest that a rule should exist in the Club requiring the return of the Warrant wherever it becomes obsolete.

Whenever a Warrant ceases to be in operation, either by the sale of the Vessel, or from any other cause whatsoever, it is the duty of the Secretary of the Club to return it to this Office, so soon as possible, in order that it may be cancelled, and each Warrant should be accompanied by a statement of the reason for its return.

In the event of a Warrant being lost, the Secretary must acquaint the Secretary of the Admiralty of the same, and the letter should be accompanied by a statement from the Owner of the circumstances under which the Warrant has been lost.

Until Warrants are returned, or a satisfactory explanation of their non-return is afforded, fresh Warrants will not be issued.

It is requested that copies of the lists of Vessels of the Clubs may be sent to the Admiralty once a year.

By command of their Lordships,

(Signed) ROBERT HALL.

USEFUL INFORMATION.

(From Dixon Kemp's "Manual of Yachting.")

ADMIRALTY WARRANTS.—Warrants granted to Clubs and the members thereof, granting permission to fly the White Ensign, or the Blue Ensign, or the Red Ensign with device on it. An Admiralty Warrant also enables the owner to ship excisable goods, such as wines, spirits, tobacco, tea, etc., direct from bond without payment of duty; and to enter ports without paying harbor dues (this does not include dock charges) and to make fast to mooring buoys laid down by the Admiralty, if such buoys be not required by ships of H. M. fleet. An Admiralty Warrant is also useful in foreign ports as it at once establishes the nationality of a yacht; and the port authorities usually show greater civility to yachts carrying an Admiralty Warrant, securely berthing them, and frequently foregoing harbor dues (not dock charges.) *When a yacht changes hands her Warrant must be returned through the Club Secretary to the Admiralty.* It is compulsory that every yacht of and above fifteen tons internal capacity shall be registered. Yachts smaller than fifteen tons must also be registered before application for an Admiralty Warrant can be made on their behalf.

ENSIGN.—If an Ensign other than the Red be flown by any vessel without a warrant from the Admiralty, a penalty of £500 stg. may be inflicted, and any Custom House or Consular Officer or other officer in H. M. Service on full pay may board the vessel and seize the flag. Although the Red Ensign has been assigned to the mercantile marine, no device can be put in it other than the Jack, without the permission of the Admiralty. The jurisdiction of the Admiralty only extends to flags flown afloat, and any Ensign can be hoisted on flagstaffs on shore. When a Warrant is granted to a Club to fly the White, Blue or the Red Ensign with a device, this Warrant does not of itself entitle a member of the Club to fly either Ensign on board his yacht; before he can legally do so he must also obtain a warrant from the Admiralty through the Club Secretary. As many Warrants must be obtained as he belongs to clubs if he desires to fly the flag of each club. When the yacht is disposed of, the Warrants must be returned through the Club Secretary to the Admiralty, and if the owner obtains a new yacht he must get fresh Warrants.

ENSIGN, HOISTING OF.—Ensigns and Burgees are hoisted every morning at eight o'clock (9 a.m. from September 30 to March 31), and hauled down at sunset. It is a slovenly habit to hoist or haul down colors at irregular hours. At sea it is only usual to hoist colors when passing another vessel.

DIPPING THE ENSIGN.—The Ensign is lowered or dipped as means of saluting a Commodore, etc., or member of a club. T junior member shall be the first to dip. Sometimes, if no Ensign flying, the Burgee is dipped. It is usual to "dip" in passing a Ma of-War or Royal Yacht. A Royal Yacht never answers the salute dipping her Ensign. Strictly it is etiquette for the Blue Ensign to to the White, and Red to the Blue and White.

BURGEE, ETIQUETTE OF.—It is considered etiquette, if a yacht is a station where there is a club established, and her owner is a mem of the club, that the flag of that particular club should be hoisted as t yacht arrives on the station, although the owner may be the Comm dore, or Vice or Rear-Commodore of another club. If his yacht is schooner he can fly his pennant at the main, and the club Burgee at t fore. If several yachts are lying at an anchorage where there is club, the yachts will fly the Burgee of the senior officer present, but there be two officers of equal rank present then the flag of the o whose club is senior by virtue of the date of its Admiralty Warra will be flown. The senior officer means the one of highest rank, a where the rank is equal, the seniority depends upon the date of t Admiralty Warrant of the club which conferred the rank and not upo the length of service of the officer; but a Vice-Commodore of a seni club does not take precedence of a Commodore of junior club. By th same rule when several yachts are present belonging to clubs that hav no Admiralty Warrants, the date of the establishment of the sever clubs would decide the seniority of officers of equal rank, but clubs wi Admiralty Warrants always rank before those without.—(See "Roy Clubs.")

BOAT'S ETIQUETTE.—If the person in charge of a yacht's boat desir to salute a passing boat containing an Admiral, Captain, Commodo or other person of consequence, he directs the crew to lie on their oa as the boat passes, and to raise their hats or caps. The owner o leaving his yacht with a party is the last on the boat, and the first ou and on leaving the shore is the last to get into the boat and the first t board the yacht.

SALUTES.—It is usual to salute a club Flag-Officer on his firs hoisting his flag on a club station at the beginning of a season, an when he hauls it down at the close of a season, by *eleven guns for Commodore, nine guns for a Vice-Commodore, and seven guns for Rear-Commodore*, respectively. It is etiquette for a Flag-Officer of club to return a club salute, or a salute by a squadron, with one salut of the number of guns he is entitled to. He returns a Vice or Rea Commodore's salute with the guns each is entitled to, unless he receive a salute from both, then he returns with the number of guns he himse is entitled to; strictly, however, the Rear should not salute the Com modore in the presence of the Vice unless he obtains permission fro the Vice to do so. A royal personage does not return a salute. Th practice used to be for a yacht to "salute the flag" on arriving at

station; this practice is still in vogue in America, a junior always saluting first.

Salutes:

Royal	21 guns.
Admiral of the Fleet	17 "
Admiral	15 "
Vice-Admiral	13 "
Rear-Admiral	11 "
Commodore	9 "

A captain or other officer's salute is returned with 7 guns.

ROYAL YACHT CLUB.—A club that has obtained permission from the Home Office to use the prefix "Royal." An Admiralty Warrant obtained from the Admiralty does not confer the title, but a Royal Yacht Club that has not also the Admiralty Warrant can only fly the Red Ensign, and this can have no device. A club with an Admiralty Warrant takes precedence of a club that has only a Royal Warrant.

WINNING FLAG.—The racing flag which is hoisted immediately after a race, to denote that a yacht has won a prize, is hoisted immediately below on the same halyards as the burgee. When the yacht has sailed her last match she hoists as many racing flags as she has won prizes during the season. If a yacht has won more prizes than she has racing flags, it is usual to make up the deficiency with code signal flags or burgees.

BY-LAWS.

As amended at the Special General Meetings of the Amalgamated Club, Jan. 26, 1889, and April 26, 1890.

1. All former By-laws are hereby rescinded.

2. The object of this Club being the encouragement of Yacht Building and Sailing in Canadian waters: *It is enacted*, that the funds of the Club (after paying the necessary current expenses) be appropriated to prizes of cups or money, as may be decided by the Committee of Management, to be sailed for as may be decided by the Committee. Object of Club.

3. The Club, through the Committee of Management, may allow races, open to all comers, to be run under the Club patronage and management. In Club races, and all races under Club management, the time allowance of the Lake Yacht Racing Association shall be used, subject to such variations or alterations in Club races as the Sailing Committee shall think fit. Races open to all comers.

MEETINGS.

4. Politics and religious questions of every kind shall be absolutely excluded from open discussion in the Club. Meetings.

5. The General Meeting of the Club shall take place on the fourth Saturday in April in each year at the Club House, at eight o'clock p.m. *Nine members shall form a quorum.* Quorum.

The Commodore, or, in his absence, the Vice-Commodo or Captain, shall take the chair at all Club meetings; in th absence of these officers, the members present of such mee ing shall elect a chairman.

Special General Meetings.

6. The Secretary shall summon a Special General Meetin of the Club at any time, on receiving directions from th Committee of Management; or on a requisition signed b not less than five members of the Club. In all such case there must be at least seven days' notice of meeting, poste in the *Town* Club House, and in the *Island Club Hous between the 1st of June and the 1st of October*, which notic shall state the object of the meeting. All notices thus poste shall be considered sufficient as regards meetings of the Club

Billiard and Card Rooms to be closed during General Meetings.

7. When any General or Special Meeting of the Club is about to be held, the billiard-room and the card-rooms in the Club House shall be closed at least a quarter of an hour before the time, and remain closed during the meeting.

OFFICERS, ETC.

Officers of Club.

8. The Officers of the Club shall consist of a Commodore, Vice-Commodore, Captain, Hon. Secretary-Treasurer. The Officers, and a Committee of Management shall be elected at the General Meeting in *April*, and shall take office forthwith; the Officers shall be *ex officio* members of the Committee of Management; and with the exception of the Hon. Secretary-Treasurer, they shall be owners of Yachts, or joint owners; provided always, that the other joint owners are members of the Club.

Election of Officers.

9. The Commodore, Vice-Commodore, Captain, Hon. Secretary-Treasurer, and a Committee of Management shall be elected by ballot, as follows: Within three weeks of, and at any time thereafter up to one week of the General Meeting in April, or any Special General Meeting called for that purpose, any member may, in writing,

Nomination of Officers and Committee, etc.

communicated to the Secretary, nominate one person for each office, including ten members for the Committee of Management; and the Secretary shall, from day to day, as received, post up in the Club the names of all

persons so nominated, with the names of the respective nominators subscribed thereto; and the election shall take place at the General Meeting. In the event of no nominations being made as aforesaid or no elections taking place at such General Meeting, the elections shall take place at a Special General Meeting called for that purpose in the manner provided by Rule 6, but no such elections shall take place until nominations have been made as before provided. New nominations may be made at such general or special meeting, but persons so nominated must receive a two-thirds vote of those present. The Officers and the Committee of Management shall hold office until their successors are appointed.

New nominations.

Term of holding office.

10. The Committee of Management shall consist of *ten* members, in addition to the *ex officio* members. It shall appoint all Sub-Committees, Assistant Secretaries and Bankers, and shall have all the powers of the Club except as to rescission or alteration of By-Laws, or additions thereto, election or expulsion of members, and annual election of officers. *Four shall form a quorum.*

Committee of Management. Powers of same.

Quorum.

11. The Committee of Management shall appoint a Sailing Committee, and such other Committees as it may deem necessary.

Appointm't of Sailing Committee.

12. The Committee of Management shall have power to levy an assessment of not more than $10 in any year upon every member of the Club, including Life Members, but not Honorary Life Members, subject to the approval of two-thirds of those present at the Annual General Meeting of the Club, or at a Special General Meeting of the Club, called for the purpose of considering the same.

Assessm'nts.

13. The Committee of Management, at a special meeting of that body to be called for that purpose, of which meeting at least three clear days notice shall be given, are empowered to fill up any vacancies that may occur during the year in their own number or that of the Officers of the Club. No member shall vote upon any question in which he is personally interested.

Filling of vacancies in Committee of Management.

14. Should any member of the Committee of Management

Members

absenting themselves to cease holding office.

be absent from all meetings held in any two consecut months without a satisfactory excuse to the other membe he shall cease to hold office, and his place be filled accordi to By-law No. 13.

Duties of Hon. Sec.-Treas.

Asst. Sec.

15. The Hon. Secretary-Treasurer shall keep corr Minutes of the proceedings of the Club, and shall also rece all Club moneys and pay all accounts. The Assist Secretaries, whether members of the Club or not, sha during their respective tenures of office, have such privileg only in the Club as may from time to time be accorded *them* by the Committee of Management, shall hold offi during the pleasure of the Committee of Management, a shall discharge all duties assigned to them by the Secretar Treasurer, and shall be paid such salaries as the Committ of Management shall decide.

Duties of Auditor.

16. The Auditor shall examine and audit the Clu accounts, and report thereon to the Committee of Manag ment yearly.

Election of new member.

17. Each candidate for admission as a member shall b proposed by one member and seconded by another (suc proposer and seconder not being Honorary Members), by proposal in writing, stating the candidate's usual residence rank, profession or other description, which shall be entere in the book of candidates for that purpose provided, an signed by both proposer and seconder, which nominatio shall be posted on the notice board, at the *Town* Clu House, *and at* the Island *Club House, between the 1st of Jun and 1st of October*, for at least one week ; after the expiratio of such week, the Committee shall proceed to elect suc candidate, unless the Secretary shall have been notified b any member of the Club of his desire that a ballot should b taken. In case a ballot shall be demanded, the ballot shal take place between the hours of two and nine p.m. of th first Saturday after a clear week's notice has been poste that a ballot has been demanded. Each member votin shall write his name on a card to be provided for tha purpose, which card shall be placed by such member in a box with the white or black ball, and the Honorary Secre tary, or by his direction, the Assistant Secretary, in th

Ballot.

presence of a member of the Committee of Management, shall open the ballot box and declare the result to the Committee of Management ; a separate ballot shall be taken for each candidate ; *voting by proxy shall not be allowed.*

18. No ballot shall be valid unless twelve members actually ballot, and one black ball in seven shall exclude. No candidate who shall have been rejected shall be eligible to be proposed again within six months. No person shall be admitted a member unless of the full age of sixteen years, except officers of Her Majesty's Service, provided that no member shall have the right to vote or take part in Club Meetings until he attains the age of twenty-one years.

Junior members.

19. Junior resident members may be admitted between the ages of 16 and 21 without payment of the entrance fee on payment of $10 annually.

Notification to new members.

20. On the election of each new member the Secretary shall notify the same to him, and furnish him with a printed copy of the rules and regulations, and request him to remit the amount of his entrance fee and subscription to the Secretary, *and until the same be paid he shall not be entitled to the privileges of the Club, and if the same shall remain unpaid for one month after such notification, his election shall be null and void,* unless such default shall be explained to the satisfaction of the Committee of Management.

Fees to be paid within one month from date of notification.

All subscriptions, dues, etc., to be paid before privileges of Club can be used.

21. No member shall be allowed to take part in any proceedings of the Club, or vote on any subject connected therewith, or use the Club House, *until he shall have paid all arrears and subscriptions, as also any assessment which may be due by him, together with rents of boat houses and racks, and all accounts due the Steward which have remained unpaid one week after presentation.*

Resignations

22 Any member wishing to withdraw from the Club shall give notice in writing to that effect to the Secretary, and shall be allowed to withdraw on payment of all arrears for subscriptions, assessments, rents, and unpaid accounts.

Expulsion from Club.

23. Any member wilfully infringing any rule or regulation of the Club, or failing to pay his annual subscription by the

first Monday in July, or failing for one month to pay assessment, including the annual charge which may be m by the Committee to meet the expenses connected with Launch, after the same shall have been levied or imposed being guilty of any ungentlemanly conduct, shall be liable expulsion by a vote of two-thirds of the members present any meeting specially held for that purpose, seven da notice of such meeting having been previously given to members.

24. Any member who shall withdraw, resign, or be pelled, shall forfeit all right or claim in or to the C property or funds; and any member who shall be expel shall forever thereafter be ineligible to be re-admitte member, and no person who has been expelled or struck as a defaulter, and not restored, shall be admitted to Club or any of its entertainments. This rule should a apply to those who have been excluded by ballot twice.

Hours for Club to remain open.

25. The Club shall be open every day for the reception members at eight o'clock in the forenoon, and shall be clos and the lights extinguished at such hours as may be order by the Committee of Management; and no member shall admitted into or remain in the Club after these hours on a pretence whatever, unless specially authorized by the Co mittee.

All Club bills to be paid before leaving house.

26. All members are to pay their bills for every expen they may incur in the Club before they leave the house.

Complaints.

27. Any cause of complaint that may arise is to be writte and signed by the member so complaining, in the Complai Book established for that purpose, or by letter to the Sec tary, which complaint must be specially noticed by t Committee of Management at their next meeting; and a overcharge, inattention, or improper conduct on the part o servant, is to be stated by letter, over the signature of su member, which being put in the Secretary's box, must laid before the Committee at their next meeting

Games.

28. No game shall, on any account, be played for mon except whist, écarté, picquet, euchre, billiards, and poo nor dice used, except at back-gammon.

29. No higher stakes than ten cent points shall be played for at whist, nor shall any bet exceed one dollar. **Stakes.**

30. The games of écarté, picquet, euchre, billiards, and pool, may be played for limited stakes, the limits to be fixed by the Committee, and the Committee shall have power to fix a limit to the hours during which cards shall be played in the Club, and to make such regulations in respect thereof as circumstances may hereafter call for. **Limit of Stakes.** **Hours of card playing to be fixed by Committee.**

PRIVILEGED MEMBERS.

31. All members of Royal Yacht Clubs and of the United States Yacht Clubs shall be admissible as privileged members during a period not exceeding one month, on being introduced by a member, and any such member so introduced being an owner of a Yacht, shall be entitled to take part with his Yacht in any race of the Club, except that for the Champion Cups of the Prince of Wales, Marquis of Lorne, Marquis of Lansdowne, the Murray Cup, the Cosgrave Cup, the McGaw Cup, and any other Champion Cups of the Club, provided that the Club to which such member belongs extends the same privilege to the Yacht-owning members of the Club. **Privileged members.**

32. Any ordinary member may have the privilege of introducing a friend resident at a distance of thirty miles from Toronto for a period not exceeding one week, provided the name of such person, with the written recommendations of two ordinary members, be submitted to and approved of by one member of the Committee of Management, and his name be entered on the Visitors' Book. The person so admitted shall thereafter be a privileged member of the Club for *one week*, but no person shall be so admitted more than once in the same year on the introduction of any one member, and *not more than three times in the same year under any circumstances.* **Visiting members.** **Term of introductions.**

33. No privileged member shall at any time introduce a friend to the Club, or attend the meetings, or give his vote on any matter connected with the Club, or in any way interfere with the management of the same. The member introducing a friend as a privileged member shall be answer-

able for any debt he may incur to the Steward during s
period, and for any damage done by him to any of the C
property.

Privileged members names to be posted in Club Room.

34. The names of privileged members, with the durati
of their privilege, shall be posted in a conspicuous part of t
Club.

FEES.

Fees.

35. The entrance fee shall be $15. The annual su
scription for resident members, which shall be held to inclu
persons residing in the city of Toro to and within five mil
thereof, $15, which shall include the fee for the Stea
Launch; for non-resident members in the Dominion
Canada, $5; and for members residing out of the Dominio
of Canada, $2. All owners and part owners of Yachts
Sail Boats of not less than 3 tons burthen, shall be entitle
to admission in the manner provided by By-law 17, witho
payment of an entrance fee; and in the case of those und
21 years of age, at an annual subscription of $5, until the
attain the age of 21, payable *in advance* on the first Monda
in *April* in each year. All entrance fees, annual subscrip
tions and assessments shall be paid to the Honorary Secre
tary-Treasurer.

When to be paid.

Certain members to be admitted for six months.

36. All officers of the Army and Navy, and officers of th
permanent forces of the Dominion of Canada, on actua
service, and members of Royal Yacht Clubs and Unite
States Yacht Clubs, and strangers coming from England, o
from any foreign country, may be elected members for th
period of six months or less, on payment of $1 a month
but they shall have no vote nor voice in the management o
the affairs of the Club. This rule shall also apply t
strangers from British Columbia, Manitoba and the Maritim
Provinces.

Names of defaulting members to be posted in Club Room.

37. The name of every member failing to pay his annua
subscription by the first Monday in July in each year, shal
be exhibited in the Club Room. If not then paid he sha
be liable to pay an additional sum of $1 for each month, o
portion thereof, he is so in default; and if the subscription
with all fines, be not paid on or before the first day of Augus

following, **he shall then cease to be a member, and his name be erased from the books of the Club,** unless otherwise ordered by the Committee of Management.

Absentee members.

38. Members leaving the Dominion of Canada, on application to the Committee of Management, may become absentee members on payment in advance of $2 per annum, commencing from May 1st following their departure. Should an absentee again become a resident member he shall pay $1 per month between the months of August and November.

VISITORS.

Visitors' Book.

39. A book shall be kept in which the names of all visitors shall be entered.

Visitors at meals.

40. Any member, at his sole expense, shall have the privilege of introducing a friend to the Visitors' Room, and at breakfast, lunch, or dinner, provided the name of such friend shall have been previously subscribed in the Visitors' Book.

41. Guests who are non-residents of Toronto, shall have all the privileges of the Club for the day, with the exception of the Billiard and Card Rooms, provided they have lunched at the Club, and while the member introducing them is present with them.

Guests privileges during day.

42. Guests of members shall have all the privileges of the Club after seven o'clock in the evening, provided they have dined at the Club, and while the member introducing them is present with them.

AMENDMENTS, ETC.

Amendments

43. All members having any new By-law to propose, or any suggestion to make for the alteration of existing By-laws, must forward the same in writing to the Secretary at least eleven days previous to the Annual General Meeting, or any Special General Meeting, and such communication, or a copy thereof, shall be posted by the Secretary in some conspicuous place in the Club for at least seven days next preceding such meeting. At such meeting the same shall be discussed, and if approved of, then adopted.

44. No addition, alteration, or amendment shall be made to these By-laws, unless notice thereof in writing shall be given as provided in By-law No. 43, nor without the consent of two-thirds of the members present at such meeting.

SAILING REGULATIONS.

1. No yacht shall be entered on the Club List, *or considered a Club yacht, or be entitled to wear the Club Colours, unless owned exclusively by a member or members of the Club*, and such owner or owners shall be entitled to a certificate of racing length, to be given by the Measuring Committee in the following form : Certificate of measurement.

ROYAL CANADIAN YACHT CLUB.

We hereby certify *that the Yacht.....*
..... built, at present the property of .....
is in water line length.....
and measures .....feet racing length,
Lake Yacht Racing Association measurement, and that
..... the owner of the
said Yacht at present acknowledged as such by the Royal Canadian Yacht Club.

.....Secretary.

.....
..... } *Measuring Officers.*
.....

....18

Any yacht chartered for the season from one member to another, and entered on the Club List, can enter and sail in any race, and shall be deemed for Club purposes the property of the member in whose name she is entered. Chartered yachts.

NOTE.—This certificate to be produced, if required, at the time of entry for all Club Matches.

2. The Club course shall be a triangular one of not less than thirty nautical miles, and shall be decided upon by the Sailing Committee at least three days previous to a race. Club course.

P. of W. Cup. 3. The race for the Prince of Wales' Champion Cup shall be over the Club course, unless otherwise *specially* directed by the Sailing Committee, and shall be sailed for annually on the 7th of September, the anniversary of the visit of His Royal Highness to Toronto. The winner of the said Cup, before taking possession of the same for the current year, shall give security to the satisfaction of the Sailing Committee, for its due and safe return to the Club by the 1st September following, and the winner shall receive a medal to represent the Cup. A medal shall also be given by the Club to the second yacht.

4. This race, as well as those for the Lorne, Lansdowne, Murray, Cosgrave and McGaw Cups, are exclusively confined to yachts belonging to the Royal Canadian Yacht Club.

Lorne Cup. 5. The Marquis of Lorne, while Governor-General of Canada, having presented a Cup to be sailed for at the Annual Club Regatta, the conditions attached thereto will be such as the Sailing Committee shall from year to year appoint, governed by the General Sailing Rules.

Lansdowne Cup. 6. The Marquis of Lansdowne, while Governor-General of Canada, having presented a Cup to the Club to be sailed for by Yachts of the Club, under 40 ft. L.W.L. length, the conditions attached thereto will be such as the Sailing Committee shall from year to year appoint, governed by the General Sailing Rules.

Management of races. 7. All races, and all yachts sailing therein, shall be under the direction of the Sailing Committee of the Club. All matters shall be subject to their approval and control; and all doubts, questions and disputes which may arise shall be subject to their decision. Their decision shall be based upon these Rules so far as they will apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Sailing Committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the Sailing Committee shall be final. No member of the Sailing Committee shall take part in the decision upon any disputed question in which

he is directly interested. The Sailing Committee shall award the prizes, subject to Rule 26. If any yacht be disqualified, the next in order shall be awarded the prize.

8. The Sailing Committee, which shall consist of five members, *three of whom shall form a quorum*, shall have power to postpone any race, should unfavorable weather render such a course desirable. Postponement of races.

Measurement.

9. The measurement of yachts shall be of length and sail area according to the following formula: Measurement for sail area

$$\frac{\text{L. W. L.} + \sqrt{\text{Sail area.}}}{2} = \text{Racing Length.}$$

Length to be measured from the forward side of stem at the load water line to the load water line at stern, wherever found, exclusive of any part of the rudder. This measurement to be taken when the yacht is afloat and in her ordinary trim, and without the crew on board. Length.

The Measurer, at the time of taking his measurements to affix a distinctive mark at each point.

The sail area is to be ascertained by taking a perpendicular along the after side of the mainmast from the upper side of the gafftopsail block or sheave on topmast to the upper side of boom when resting on the saddle, or on the lowest part of goose neck; the length of which line is to be recorded by the Measurer, together with the other points used in measurement. But the measurement to be recorded as the height of the perpendicular shall in no case be taken as less than the distance from the upper side of main boom to the under side of the cross trees, or if the yacht have no cross trees to the under side of the main rigging (in the case of cat boats, perpendicular to be taken from the upper side of the throat halliard sheave), with four-fifths of the length of the gaff added thereto. Perpendicular.

On schooners, cutters and sloops, a base line to be taken Base line.

from the beehole or point of contact of the jib-stay on bowsprit or flying jib-stay on jib-boom to the end of the main-boom, with one-quarter of the length of the main gaff measured from after side of mast to end added thereto. Any extension of either gaff or boom to be considered part of the gaff or boom. On yawls a base line is to be taken to the end of mizzen-boom without any addition. On cat boats the base line to be the length of the boom, with ¼ length of gaff added. Where the jib is set flying the measurement will be taken from the pin of the outhaul sheave.

Method of obtaining sail area. The area from these figures is to be obtained by multiplying the base by the perpendicular and dividing by two. To the square root of the area, as ascertained, add the length, as ascertained, and divide by two ; the result is the measurement for time allowance.

Time allowance. Any change in these measurements to be reported to the Measuring Committee. Time shall be allowed on arrival for difference in corrected length according to the annexed scale, increased or decreased in proportion to the length of different courses.

Mixed races. In mixed races, schooners shall be rated at 85 per cent. of their sailing length, and yawls at 94 per cent of their sailing length.

Entries.

Entries. 10. Entries shall be made with the Secretary of the Club the day before the day appointed for starting each race. In case of a Sunday intervening, twenty-four hours shall be added. An extension of time may be granted by the Sailing Committee in the event of delay being shown to their satisfaction to have been unavoidable.

Form of Entry.

Form of entry. 11. Form of entry for yachts to be signed by the owner, or his representative, previous to the race.

Please to enter the yacht for the race at on the
Her distinguishing flag is , her rig is ; and her racing length, in accordance with Rule 9, is feet. I undertake that

while sailing under this entry all her ballast shall be properly stowed under the platform or in lockers, and shall not be *shifted or trimmed in any way whatever;* that none of her ballast shall be taken out, nor shall any ballast be put into her, within 24 hours before the race; that I will obey and be bound by the Sailing Rules of the Royal Canadian Yacht Club; and that I will provide a scrutineer, who shall be a member of the Royal Canadian Yacht Club, and whose name shall be submitted to the Sailing Committee on the morning of the race.

Signed this day of

Signed .....

The foregoing form of entry is binding upon yachts of all classes sailing in races under the Rules of this Club.

No new entries to start in postponed races.

Should any yacht duly entered for a race not start, or, having started, should give up or be disabled during the race, such yacht shall, in the event of the race being resailed, be entitled to start; but no new entries shall be received under any circumstances whatever for a postponed race.

Postponement of Races.

Postponed races.

12. The Sailing Committee or officer in charge for the day, shall have power to postpone any race should unfavorable weather render such a course desirable.

13. When a prize has been offered for competition, any yacht duly entered may claim to sail over the course when the number of entries required have been made, and shall be entitled to the prize, subject, however, to Rule 12.

Declaration that Rules have been Observed.

Declaration as to observation of rules.

14. The Sailing Committee shall have the power, if they deem it advisable, to place a scrutineer upon any yacht entered for a race. They shall also, upon the request of any yacht owner who has entered his yacht for a race, place a scrutineer upon any other yacht or yachts he may name. Every scrutineer placed upon a yacht as aforesaid, shall be a member of a Club belonging to the Lake Yacht Racing

Association, and shall sign a declaration that the yacht under his charge has strictly conformed to all the Sailing Regulations, as follows:

I hereby declare that the yacht , whilst sailing in the race this day, has strictly observed the Sailing Rules and Regulations.

Signed .....

Date .....

Distinguishing Flags and Numbers.

Distinguishing flags.

15. Each yacht must carry at her main topmast head or main-peak, a distinguishing flag of a suitable size, which must not be hauled down unless she gives up the race, except in case of Rule XXVI.

Number.

Each yacht must display her distinguishing number in a conspicuous manner on both sides of the peak of the mainsail, and any mistake arising by any yacht not so displaying her number shall be at her own risk.

16. Every yacht entered for a race shall, at the time of entry, or as soon after as possible, be supplied with written or printed instructions as to the conditions of the race, the course to be sailed, marks, etc. Nothing shall be considered as a mark in the course unless specially named as such in these instructions, or in the chart of the course, should one be furnished.

Sails.

Sails.

17. There shall be no restrictions as to sails, or the manner of setting or working them.

Crews.

Crews.

18. One man shall be allowed for every five feet or fraction of five feet of a yacht's racing length, exclusive of one owner and scrutineer. And in the case of first and second class yachts, exclusive of the cook or any *bona fide* member of the press, neither of whom shall, however, in any way assist in the working of the yacht.

Running Aground.

19. Any yacht running on shore or foul of a buoy, vessel or other obstruction, may use her own anchors, boats, warps, etc., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat or warp used must be taken on board again before she continues the race. Running aground.

Fouling Yachts, Marks, Etc.

20. Each yacht must go fairly round the course; and must not touch any buoy, boat or vessel used to mark it out, but shall not be disqualified if wrongfully compelled to do so by another yacht. Any yacht causing a mark vessel to in any way shift her position to avoid being fouled by such yacht, shall be disqualified. If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel other Yachts to foul, she shall forfeit all claim to the prize, and shall pay all damages. Fouling yachts. Marks, etc.

Starting.

21. The yachts shall start from moorings, anchors, or under way as directed by the Sailing Committee. Half an hour before the time of starting a gun shall be fired and a flag hoisted, as a signal for the yachts of each successive race; in case of a start from anchors or moorings, to take up their stations for the start with headsails down, or all sails down, as the Sailing Committee may direct; or in case the start be a flying one, to approach the starting line. Starting.

Five minutes before the start a preparative gun shall be fired. At the expiration of five minutes *exactly* the flag shall be hauled down and a third gun fired as a signal to start. No time shall be allowed to cross the line.

In a flying start, if any yacht, or any part of her hull or spars, be on or across the line before the signal to start is made, she must return and recross the line; a yacht so returning or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of all competing yachts. Should the gun miss fire, the lowering of the flag should be the signal to start. Flying starts.

Means of Propulsion.

Means of propulsion

22. No towing, sweeping, poling or pushing, or any mode of propulsion except sails, shall be allowed.

Anchoring.

Anchoring.

23. Yachts may anchor during a race, but must weigh their anchor again, and not slip. No yacht shall, during a race, make fast to any buoy, stage or pier, or send an anchor out in a boat, except for the purpose of Rule 19.

Sounding.

Sounding.

24. No other means of sounding than the lead and line allowed.

Side Lights.

Side lights.

25. All yachts sailing in a race at night shall observe the statutory rule as to the carrying of side lights.

Man Overboard.

Man overboard.

26. In case of a man falling overboard from a competing yacht, all other yachts in a position to do so shall use their utmost endeavors to render assistance; and if it should appear that any yacht was prevented thereby winning the race, the Committee shall have power to order it to be resailed between any yacht or yachts so prevented and the actual winner.

Protests.

Protests.

27. Should the owner of any yacht, or the person acting as his representative, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these Rules, he must, if it arise during the race, signify the same *by showing the Distinguishing Flag conspicuously in the main rigging till the conclusion of the race* The protest shall be made in writing, and under such regulations (if any) as the Sailing Committee may have determined, within twelve hours of the arrival of the protesting yacht, and shall be heard by the Sailing Committee and decided, after such inquiries as they may consider necessary. They shall also,

without a protest, disqualify any yacht, should it come to their knowledge that she has committed a breach of the Rules.

Removal of Flag Boat.

28. Should any flag, vessel, boat or buoy, be removed from its proper position, either by accident or design, the race shall be sailed over again or not, at the option of the Sailing Committee. Removal of flag boat.

29.—Right of Way.

1. When one yacht is approaching another yacht so as to involve risk of fouling, one of them shall keep clear of the other as follows: Yachts approaching.

2. A yacht free shall keep clear of one close-hauled. Yachts running free.

3. When both yachts are close-hauled, or both free, or both have the wind aft and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear. Yachts close-hauled

4. When both yachts are free, or both have the wind aft and have the wind on the same side, the yacht to windward shall keep clear. Two yachts running free

5. A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her main-boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing. Wind aft.

6. An overtaking yacht shall in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken. Overtaking yacht.

7. An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht by luffing, or the weather yacht by bearing away, is in danger of fouling. Establishment of an overlap.

8. When of two yachts one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling. Avoiding fouling.

9. A yacht may luff as she pleases in order to prevent Luffing.

another from passing her to windward, provided she begins to luff before an overlap has been established.

Bearing away.

10. A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

Passing on port side to avoid collision.

11. If two yachts are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

12. A yacht shall not become entitled to her rights on a new course until she has filled away.

Yachts close-hauled yacht to leeward.

13. When two yachts both close-hauled on the same tack are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

Overlaps.

14. If an overlap exists between two yachts when both of them without tacking are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark after the latter has altered her helm for the purpose of rounding.

Marks.

15. A mark in any vessel, boat, buoy or other object used to indicate the course, and does not in the preceding section involve any question of sea-room.

Yachts in danger of running aground.

16. When a yacht is in danger of running aground, or of touching a pier, rock, or other obstruction, and cannot go clear by altering her course, without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away, in order to give room, the other shall also tack or bear away, as the case may be, at as near the same time as is possible without danger of fouling.

Penalty for Disobeying Rules.

Penalties for disobeying rules.

30. Any yacht disobeying or infringing any of these Rules, which shall apply to all yachts, whether sailing in the same or different races, shall be disqualified from receiving any

prize she would otherwise have won, and her owner shall be liable for all damages arising therefrom.

Disqualified for disobedience or infringement of rules.

Should a flagrant breach or infringement of any of these Rules be proved against the owner of any yacht, he may be disqualified by the Sailing Committee, for such time as the Sailing Committee may think fit, from sailing his yacht in any race held under the Rules of the Royal Canadian Yacht Club; and should a flagrant breach of these Rules be proved against any sailing master, he may be disqualified by the Sailing Committee, for such time as the Sailing Committee may think fit, from sailing in any race held under the Rules of the Royal Canadian Yacht Club.

CLASSIFICATION.

Classification.

The classification of yachts shall be as follows:

1st class, over 46 feet corrected length.

46 foot class, 46 feet corrected length and under.

40 " " 40 " " "

35 " " 35 " " "

30 " " 30 " " "

25 " " 25 " " "

And each yacht shall be entitled to sail in her own class *and no other.*

TABLE OF TIME ALLOWANCE.

Time allowance.

The allowances in this Table are based upon the rule accepted by naval architects, that within economic limits opportunities for speed vary in different vessels as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 40 per cent. only of the allowance due to the rule is given in the table, and may be stated thus:

Time equals $.4 \left\{ \frac{3600}{\sqrt{l}} - \frac{3600}{\sqrt{L}} \right\}$: 3,600 representing the number of seconds in an hour, l the small yacht and L the larger one. Practically the formula is $\frac{1440}{\sqrt{l}} - \frac{1440}{\sqrt{L}}$ 4-10ths of 3,600 being 1,440.

RULE FOR USING THE TABLE.

Rules for using table. The figures which appear in the table are calculated for one nautical mile, and the time which any yacht has to allow for this distance is shown opposite to the figure which denotes her measurement. Take the time of the larger vessel, and deduct the amount of it from that of the smaller vessel; this will give the allowance for one nautical mile; multiply this by the length of course, and the resulting amount is what the smaller vessel will receive expressed in seconds and decimal parts of a second.

EXAMPLE.

Example. What time will a yacht of 30 feet have to allow to one of 25 feet on a course of 20 nautical miles?

The time opposite 25 feet is	161.71
" " 30 "	136.61
	25.10
	20
	502.00

Or 8 minutes, 22 seconds.

For part of a foot use the nearest fraction that can be expressed in tenths, and take its proportion of the difference shown in the table between the time stated opposite to the figure to which the fraction is attached and the next higher number.

What time will a yacht of 30 feet have to allow one of 25.8 feet on a course of 30 nautical miles?

The time in table opposite 25 feet	161.71	
" " " 26 "	156.12	156.12
Difference.....	5.59	
2-20 of difference.....	1.11	1.11
Time for 25.8 feet for one nautical mile		157.23
" 30 " "		136.62
Yacht 30 feet allows yacht 25.8 feet for one mile ..		20.61
" " " " ..		30
		618.30

Or 10 minutes, 18 seconds.

TIME ALLOWANCE FOR ONE NAUTICAL MILE

IN SECONDS AND DECIMALS

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
130	.00	101	16.99	72	43.42	43	93.31
129	.49	100	17.70	71	44.61	42	95.91
128	.98	99	18.43	70	45.83	41	98.60
127	1.48	98	19.17	69	47.07	40	101.40
126	1.99	97	19.91	68	48.34	39	104.30
125	2.50	96	20.67	67	49.64	38	107.31
124	3.02	95	21.44	66	50.97	37	110.45
123	3.54	94	22.23	65	52.32	36	113.71
122	4.08	93	23.02	64	53.71	45	117.12
121	4.61	92	23.83	63	55.14	34	120.67
120	5.16	91	24.66	62	56.59	33	124.39
119	5.71	90	25.49	61	58.09	32	128.27
118	6.27	89	26.34	60	59.62	31	132.35
117	6.83	88	27.21	59	61.19	30	136.62
116	7.40	87	28.09	58	62.80	29	141.11
115	7.98	86	28.98	57	64.45	28	145.84
114	8.57	85	29.89	56	66.14	27	150.84
113	9.17	84	30.82	55	67.88	26	156.12
112	9.77	83	31.76	54	69.67	25	161.71
111	10.38	82	32.73	53	71.51	24	167.65
110	11.00	81	33.71	52	73.41	23	173.97
109	11.63	80	34.71	51	75.35	22	180.72
108	12.27	79	35.73	50	77.36	21	187.94
107	12.91	78	36.76	49	79.43	20	195.70
106	13.57	77	37.82	48	81.56	19	204.00
105	14.23	76	38.89	47	83.76	18	213.10
104	14.91	75	39.99	46	86.03	17	223.00
103	15.59	74	41.11	45	88.38	16	233.70
102	16.28	73	42.25	44	90.80	.....	.....

ROYAL CANADIAN YACHT CLUB.

1890-91.

OFFICERS.

Commodore—A. R. BOSWELL. Vice-Commodore—THOMAS MCGAW. Captain—C. A. B. BROWN. Honorary Secretary—S. BRUCE HARMAN. Auditor—W. S. ANDREWS.

COMMITTEE OF MANAGEMENT.

F. Arnoldi, Hume Blake, Gerald Boulton, A. M. Cosby, George E. Evans, J. Mitchinson, L. V. Percival, A. Piddington, J. E. Robertson, R. F. Stupart.

HON. LIFE MEMBERS.

1854	Armstrong, Wm.	1862	Stupart, Capt., R.N.
1854	Heath, C. W.	1883	Murray, Capt. J.G., R.A.

LIFE MEMBERS.

1864	Baines, C. C.	1872	*Furniss, A. H.
1858	Baines, W. J.	1889	Falconbridge, Hon. Mr. Justice
1866	Barwick, F. D., Q.C.		
1869	Bickford, E. O.		
1882	Blake, Hume	1882	Gooderham, Alfred
1882	Bolte, Auguste	1888	Gooderham, A. E.
1860	Boswell, A. R.	1869	Gzowski, C. S., Jr.
1882	Boyd, Gardiner		
1882	Burns, P.		
		1860	Hawke, G. M.
1886	*Clarkson, B. R.	1862	Hime, H. L.
1872	Cochran, R.	1860	Hope, W.
1865	*Courneen, R.		
1884	Clark, P. M.	1883	Irwin, J. D.
1865	Eccles, F. H.		
		1881	Magann, G. P.
1869	Fulton, A. T.	1888	Millar, Charles

* Non-resident. ‡ Junior.

1886 Moffatt, L. Henry
1859 Morris, Jas. H., Q.C.
1867 Mulock, W., M.P.
1884 Murray, Captain J.

1881 McGaw, Thomas

1874 Perram, W. H.
~~1873~~ Postlethwaite, C. W.

1883 Reid, G. P.

1868 Robertson, Alex. J.
1868 Robertson, Jas. E.

1888 Saunders, B., Jr.
1854 Shortiss, Thomas
1870 Spragge, Dr. E. W.
1866 Stephens, R. P.

1883 Walker, Harton
1882 Winnett, Henry
1888 Wright, John

MEMBERS.

1886 Aikens, Dr. W. H. B.
1888 Aikenhead, Thomas E.
1881 Allan, A. A.
1867 *Allan, A. Rae
1889 ‡Allen, S. H.
1888 Ambrose, E. H.
1888 *Ames, A. H.
1871 *Anderson, J. Weir
1838 ‡Anderson, A. C.
1882 Anderson, B.
1887 Armour, E. Douglas
1887 Armour, Douglas
~~1889~~ ‡Armstrong, A. E.
1874 Armstrong, H. D. P.
~~1889~~ Armstrong, C. E.
1882 Armstrong, Victor
1887 *Armstrong, Chris.
1881 Arnoldi, Frank
1883 Arnoldi, Fulford
1888 Arnoldi, Charles

1888 Badenach, E.
1890 ‡Badgely, G. W.
1885 Bain, John, Q.C.
1874 Baines, Dr. A. M.
1880 *Baines, E. Hanley
1889 ‡Baines, A. H.
1889 Baines, W. B.

1886 Baker, Charles
1887 Baker, F. M.
1888 ‡Baker, R. L.
1890 ‡Baker, G. A.
1884 Baldwin, R. Y.
1881 Baldwin, Morgan
1886 Baldwin, L. H.
1887 Baldwin, W. W.
1888 ‡Baldwin, S. Y.
1888 *Baldwin, D. C.
1881 Ball, Reginald L.
~~1885~~ Ball, F. W.
1887 Barrett, F. W.
1886 Barwick, Walter
1889 ‡Baxter, D. W.
1886 ‡Bayly, E.
1887 Beardmore, W. D.
1879 Beardmore, George
1889 ‡Beardmore, F.
1881 Beatty, J. W.
1882 Beatty, W. H.
1887 Beaty, J. H.
1889 ‡Beatty, C. W.
1877 Beck, H. T.
1884 Beddome, W. C.
1885 Bell, George
1889 Bentley, W. H.
1874 Bethune, G. S. C.
1883 Bethune, R. H.
1885 *Biggar, W. H.
1881 Birchall, T. Shivers
~~1886~~ Black, C. H.
1887 *Black, Wm.

* Non-resident. ‡ Junior.

1865 Blackstock, G. Tate
1881 Blackstock, T. G.
1890 Blackwood, A. H.
1883 Blake, Hon. E.
1883 ‡Blake, E. F.
1885 Blake, W. H.
1886 ‡Blake, S. V.
1885 Bloodgood, H. K.
1886 Bog, W. A.
1889 ‡Bonnell, W. H. M.
1877 Boomer, G. A.
1877 Boomer, J. B.
1890 Boultbee, Reg'd
1885 ‡Boulton, A.
1888 ‡Boulton, Gerald
1888 ‡Boulton, A. C. F.
1890 Boulton, Melfort
1887 Bowes, R. H.
1885 *Boyd, W. T. C.
1885 *Boyd, M.
1889 *Boyd, A. J.
1886 Boyd, George
1890 Branchaud, A. L.
1887 Bredin, R. S.
1883 Brent, Charles J.
1879 Bright, T. G.
1885 Brock, Henry
1885 Broderick, A. B.
1885 Brodie, J. L.
1888 Brooke, G. H. C.
1860 Brooke, D. O.
1890 ‡Broughall, H. L.
1887 Brouse, W. H.
1886 *Browne, H. H.
1888 Brown, C. A. B.
1889 Brown, Hugh
1889 Brown, P. J.
1887 Bruce, John
1890 ‡Brumell, W. B.
1887 Bryce, J. Fraser.
1889 Buchan, E.
1886 Bull, S. J.
1881 Bunting, C. W.
1887 Burgess, R. K.
1888 *Burk, E. G.
1890 Burk, A. W.
1888 *Burnet, Wm.
1886 Burnham, Dr. G. Herbert
1886 Burns, S. W.
1886 Burns, John
1887 Burritt, A. P.
1889 ‡Butler, W.

1889 Cameron, Sir R.
1883 Cameron, Hector, Q.C.
1890 Cameron, M. G.
1890 Cameron, D. E.
1888 ‡Campbell, Alex. M.
1890 Campbell, F. J.
1888 Cane, F. W., M.D.
1888 ‡Cane, G. F.
1886 Canniff, J. Foster
1883 Capreol, A. R.
1877 Capreol, J. L.
1882 *Carmichael, A. L.
1889 *Carruthers, J. B.
1889 Carter, E. T.
1879 Cassels, W. Gibson
1877 Cassels, R. S.
1887 Cassels, W. G. P., Q.C.
1890 Cassels, G. C.
1889 *Caulkin, F. W.
1885 Cawthra, Henry
1885 ‡Cawthra, Victor
1888 ‡Cawthra, W. H.
1865 Cayley, Frank
1888 Cayley, F. O.
1881 Chadwick, E. M.
1888 ‡Chadwick, A. E.
1889 ‡Chadwick, V.
1887 *Chisholm, R. W.
1888 *Chisholm, Geo. H.
1885 *Clark, B. W.
1885 Clark, A. D.
1890 Clark, L. H.
1884 Clarke, J. B.
1888 ‡Clarke, H. L.
1888 Clarke, B. Stanley
1890 Clarke, C. H. Stanley.
1885 Clarkson, A. M.
1883 Clarkson, E. R. C.
1885 Clement, W. H. P.
1889 Close, A. J.
1884 *Coate, F. S.
1881 Cockburn, G.R.R., M.P.
1889 ‡Cockburn, C.
1889 ‡Cockerell, L.

* Non-resident.

‡ Junior.

1885 Cockshutt, C.
1890 Coles, H. L.
1889 Cooper, R. E.
1881 Cosby, A. M.
1882 Cosgrave, L. J.
1883 Coulson, D.
1881 Covernton, Dr. T. S.
1888 ‡Cowan, H. S.
1889 ‡Cowan, R.
1888 Cox, E. W.
1889 Cox, E. S.
1889 ‡Crean, G. C.
1883 Creelman, A. R.
1888 Creelman, Wm.
1880 *Crickmore, Edwin
1874 *Crickmore, S. Roper
1887 Croil, A. W.
1871 Crombie, Marcellus
1876 Crooks, Willoughby
1889 Crowther, W. C.
1881 Cumberland, Barlow

1890 Dallas, F.
1881 Dalton, C. C.
1887 Darling, Andrew
1887 Darling, H. W.
1883 Darling, Robert
1888 Darling, Walter
1884 Davidson, John I.
1882 *Davidson, Wm.
1886 *Davis, John
1889 *Davis, C. S.
1888 Davison, W. F.
1884 Dawson, Lt.-Col. G. D.
1867 Defoe, D. M.
1890 Dempsey, C.
1884 Denny, James
1880 Dick, Norman B.
1887 Dickey, F. S.
1880 Dickson, Wm.
1890 Dodd, A. W.
1889 Dodds, E. King
1888 Donald, R. C.
1887 Douglas, Wm.
1889 ‡Drayton, H. L.
1861 Duggan, E. H.

1889 *Duck, H. F.
1888 Dunnet, Thomas
1890 Dyke, Gavin
1888 Dunston, Geo.

1867 *Eadie, G. W.
1889 ‡Eddis, H. C.
1882 Edwards, E. W.
1888 Edgar, J. F.
1889 ‡Elliott, H.
1880 Ellis, J. E.
1885 *Ellis, R. Y.
1886 Ellis, H. D.
1887 Ellis, J. F.
1882 Evans, G. E.
1880 Evans, A. T. K.
1889 Ewing, J. M.
1887 *Eyre, George

1887 Fahey, Wm.
1887 *Fauquier, E. F.
1875 *Ferguson, Dr. J., M.P.
1870 Ferguson, J. H.
1889 Firstbrook, W.
1881 Fisken, J. Kerr
1889 Fitton, H. W.
1890 Flynn, Thomas
1873 *Ford, H. A.
1890 Forsayeth, B. G. P.
1881 Foy, Augustine
1874 Foy, J. J., Q.C.

1881 Galt, Chief Justice Sir Thomas
1872 Gamble, A. W.
1881 Gamble, H. D.
1873 Gamble, R. D.
1888 ‡Garrett, Bruff
1882 *Gates, George E.

* Non-resident. ‡ Junior.

1881 Geddes, Gamble
1889 Gibson, J. Gray
1889 Gibson, A. Cecil
1881 *Gill, Robert
1878 Gillespie, George E.
1889 ‡Gillespie, H. F.
1878 *Gilmour, Lt.-Col. Allen
1885 Gilmour, R.
1890 Goad, C. E.
1890 Godfrey, C. H.
1888 Gooch, R. N.
1882 Gooderham, C. H.
1875 Gooderham, George
1886 ‡Gooderham, G. H
1881 Gooderham, Henry
1882 Gooderham, R. T.
1881 Gooderham, W. G.
1882 *Gosling, F. J.
1890 *Grant, W. J.
1874 Grasett, A. W.
1876 Grasett, Dr. F. L.
1875 Grasett, Lt.-Col. H. J.
1888 ‡Gray, C. C.
1889 ‡Gray, F. H.
1890 Gray, H. A.
1887 Gray, F. M.
1887 Greene, H. V.
1889 Grier, H. M.
1882 Grindley, W.

1877 Hagarty, G. F.
1886 Hagarty, J. H. G.
1887 Hall, Dr. J. B.
1888 ‡Hall, H. B.
1879 *Hamilton, John
1882 Hammond, H. C.
1888 Harcourt, F. W.
1889 Hardy, Hon. A. S.
1890 Hargraft, G. R.
1864 Harman, George F.
1876 Harman, H. W. A.
1862 Harman, S. Bruce
1875 Harman, D. M.
1888 Harrison, T. M.
1870 Harrison, A. B.
1886 Harston, C. Greville
1887 Harte, Wm.
1889 ‡Hartshorne, H.
1887 Haverson, James
1879 Hawke, Widmer
1885 Hay, J. D.
1890 Hay, E.
1874 Heath, C. D.
1881 Heath, Stuart
1887 Hebden, Edward F.
1888 Hector, A.
1886 Hedley, J.
1888 Hees, T. R.
1887 Helliwell, A. A.
1881 Henderson, J. D.
1881 Henderson, Chris. M.
1881 Henderson, David
1877 Henderson, John
1883 Henderson, Wm.
1890 *Hendrie, J.
1889 Hickson, R. J.
1888 Higinbotham, G. W.
1890 Hilton, F. A.
1881 Holland, Charles
1886 Holman, C. J.
1890 ‡Horn, W.
1889 Hoskin, Alfred
1883 Howard, A. McLean
1881 Howland, O. A.
1878 Howland, Sir W. P.
1888 Hoyles, A. L.
1881 *Hughes, J. E.
1888 ‡Hunter, H. S.
1890 ‡Hunter, J. A.

1881 Ince, Wm.
1888 Innes, P. Long
1888 ‡Irving, L. E. Wentworth

1886 Jackson, W. S.
1888 Jacques, D. B.

* Non-resident. ‡ Junior.

1889 Jaffray, R.
1888 ‡Jagger, C. H.
1886 Janes, S. H.
1885 *Jarvis, Æmilius
1881 Jennings, B.
1888 Jennings, W. T.
1886 Jermyn, T. J
1887 Johnson, T. E.
1888 Johnston, W. C.
1889 ‡Johnston, G., Jr.
1890 ‡Johnston, S.
1880 Jones, T. W.
1860 Jones, Clarkson
1876 Jones, Beverley
1877 Joseph, Frank J.

1888 Kappele, George
1888 Keefer, Charles H.
1887 *Kelly, E.
1881 Kemp, J. C.
1889 Kenny, J. J.
1883 Kent, John G.
1888 Kerr, J. L.
1887 Kerr, J. K., Q.C.
1888 Kertland, M. M.
1889 *Kilvert, F. E.
1887 *King, John
1888 King, J. S.
1887 Kingsford. R. E.
1879 Kingsmill, N.
1881 Kingstone, F. W.
1888 Knight, H. V.

1890 Lacon, J. B. U.
1885 Laidlaw, Wm.
1887 LaVenture, W. J.
1888 ‡Law, T. D.
1889 Laws, Henry J. L.
1887 ‡Leacock, W. H.
1874 Lee, Arthur B.
1881 Lee, Burdette
1885 Lee, Thomas B.
1887 Lee, H.
1888 ‡Lee, W. Cecil
1890 ‡Lee, W. C.
1888 Leeming, R. W.
1888 Leeming, Frank
1888 ‡Leslie, Harry D.

1880 Leslie, Dr. Joseph
1874 Leys, John
1885 ‡Leys, W. A.
1889 Lightbourne, E. T.
1883 Lockhart, James
1889 Lockhart, R. R.
1887 Lord, R. Fred.
1888 Loveys, George C.

1887 *Macdonald, Sir John A.
1887 *Macdonald, A. E.
1887 Macdonald, Walter
1887 Macdonald, Wm.
1878 Macdonald, Dr. A. A.
1888 Macdonald, James S.
1888 Macdonald, J. Gordon
1886 Macfarlane, G. F. M.
1881 *Mackellar, J. A.
1886 Maclean, F. W.
1888 ‡Mackendrick, W. G
1888 Mackenzie, George A.
1889 Mackenzie, Alex.
1885 Macmurchy, D. J.
1887 Macmurchy, Angus
1882 Macnamara, M. J.
1887 Macnee, J. H.
1883 Macpherson, A. F.
1887 Macrae, H. H.
1890 Macrae, J. F.
1890 Mainwaring, R. A.
1884 Malloch, Frank
1881 Manchee, F. D.
1884 Manley, F. F.

* Non-resident. ‡ Junior.

1881 Manning, Alex.
1888 ‡Manning, P. A.
1888 *Marlatt, Cecil G.
1888 Marlatt, W. T.
1880 Marriott, C.
1887 Marsh, Alfred H.
1876 Martin, Ed., Q.C.
1881 Mason, J. Herbert
1881 Massey, John
1890 Matheson, A. F.
1887 Mathews, E.
1884 Matthews, Wilmot D.
1882 Matthews, W. C.
1888 Mathews, James T.
1886 May, Samuel
1883 Merritt, Wm. M.
1867 Mickle, H. W.
1887 *Millar, J. B.
1888 Millar, Kenneth A.
1889 ‡Miles, E.
1887 Mitchinson, J.
1880 *Moffatt, K. O.
1881 *Monk, J. F.
1889 Montgomery, J. D.
1890 ‡Montizambert, H. St. J.
1890 Morphy, A. W.
1889 *Morris, A. W.
1889 *Morris, E. D.
1890 Morris, E.
1889 Morrison, Curran
1888 Morrison, J. B.
1882 Morrow, John
1880 ‡Morse, J. Wilton
1882 Morse, H. V.
1885 Morson, F. M.
1875 *Mortimer, C. Whyte
1868 Moss, Charles, Q.C.
1883 *Mott, John T.
1888 *Mott, Elliott B.
1888 Muir, J. F.
1890 ‡Mulock, William
1881 Munro, George
1887 ‡Murray, Arthur H.
1886 Murray, Charles B.
1881 Murray, John A.
1874 Murray, W. T.
1887 Musson, George
1887 Mutton, George
1882 Myles, R.

1881 McCarthy, D'Alton, Q.C., M.P.
1889 McClain, R.
1889 McCuaig, C. J.
1887 McCulloch, R. O.
1887 McDonagh, Dr. G. R.
1884 McDougall, His Honor Judge
1888 *McElderry, Frank
1885 *McEwan, D.
1882 McFarlane, Dr. L.
1889 ‡McGaw, T. D.
1890 McGee, J. C.
1885 McIntosh, R.
1889 ‡McKenzie, J. M.
1888 McMaster, Frank
1890 McMaster, J. S.
1888 McMillan, H.
1862 McMurray, J. Saurin
1888 ‡McMurray, Leonard L.
1888 ‡McMurray, L. S.
1874 McMurrich, George
1888 *McMurrich, J. B.
1885 McNab, Allan
1887 McNally, P. J.
1884 McPhillips, P.
1881 McWilliams, W. G.

1887 Nairn, Alex.
1884 *Nanton, H. W.
1888 Nattress, Dr. W.
1883 Nelson, Charles H.
1890 Newbigging, Lt.-Col.
1889 *Nicholson, Capt. J.
1885 Northcote, Reginald
1888 Noxon, W. C.
1889 ‡Nunn, H. C.

1879 O'Keefe, Eugene
1879 O'Reilly, Dr. C.
1879 Oates, E. F.

* Non-resident. ‡ Junior.

1886 Ogilvy, Thomas
1887 Osler, B. B., Q.C.
1877 Osler E. B.

1887 Parrish, H. E.
1880 Parsons, W. H.
1888 ‡Parsons, H. C.
1880 Paterson, J. H.
1881 *Paton, Hugh
1886 Paton, S.
1889 ‡Pauw, J. K.
1882 Payne, H. V.
1888 Pearce, W. K.
1889 Pearson, James
1882 Pellatt, Henry
1890 Pepler, Dr. W. H.
1883 Percival, L. V.
1889 ‡Perryn, R. G. H.
[illegible] ‡Phillips, W. Q.
1887 Piddington, Alfred
1890 Pinkerton, W.
1889 Pingle, H.
1884 Plummer, Alf. E.
1886 Polson, F. B.
1890 Pope, Hon. C. R.
1882 Price, James
1885 Pyne, Dr. R. A.

1888 Rankin, A.
1890 Ransom, W. W.
1890 Read, C. Percy
1889 ‡Reed, J. C.
1800 ‡Richardson, G. H.
1882 Richmond, J.
1889 ‡Ridley, H. E.
1888 Ridout, Donald C.
1881 Ridout, Percival C.
1888 Riordan, Dr. Bruce L.
1887 Ritchie, George
1887 *Ritchie, Owen
1890 ‡Ritchie, P. E.
1881 Roaf, James R.
1886 *Robarts, A. W.
1890 Robb, C. E.
1888 Roberts, G. H.
1889 Roberts, D.
1881 Robertson, L. H.
1890 Robertson, G.
1883 Robinson, Charles E.
1881 Rolph, T. T.
1890 Rolph, Frank
1889 ‡Rowland, F. J.
1888 Rose, Wm. M.
1898 Rose, G. M., Jr.
1881 Ross, Dr. James, Sr.
1885 Ross, Dr. J. F. W.
1884 Rutherford, J. W.
1887 Ryan, Hugh
1874 Ryerson, Charles E.
1881 Ryerson, Dr. G. S.

1890 *Sandford, Hon. W. E.
1885 Sanson, J.
1888 ‡Scholfield, Percy G.
1889 ‡Scholfield, H. C.
1873 *Scarth, W. B.
1881 Scott, Henry J., Q.C.
1888 Scott, James, Jr.
1889 ‡Scott, A. W.
1889 ‡Seaver, J. R.
[illegible] ‡Shaw, H. A.
1884 Shepley, G. F.
1886 Shuttleworth, E. B.
1888 Simmons, H. D.
1886 *Sinclair, Alex.
1890 *Skinner, H.
1887 Sloane, W. P.
1887 Small, Sidney
1875 Small, J. T.
1887 Smith, G. B.
1887 Smith, James E.
1879 Smith, J. C.

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* Non-resident. ‡ Junior.

1886 Smith, L. W.
1884 ‡Smith, W. A.
1884 Smith, W. H.
1887 Smith, A. W.
1888 Smith, Alfred W.
1889 Sorley, J. M.
1890 Sparling, F.
1888 ‡Sproatt, Alan
1878 Sproule, C. H.
1883 Sproule, G. F.
1889 Sproule, R. K.
1889 Stark, A.
1888 *Starr, D. A.
1885 Stanton, Frank
1890 ‡Steward, H. W.
1884 Stewart, F. J.
1889 Stewart, T. B. P.
1889 Stewart, John
1888 Stimson, G. A.
1889 ‡Stovel, C. J.
1889 *Strange, J. E.
1880 Strathy, J. R.
1888 *Strathy, E. W.
1878 *Stuart, J. J.
[illegible] Stupart, R. F.
1881 *Sutherland, C. N.
1873 Sutherland, R. W.
1887 Sutherland, J. N.
[illegible] ‡Sutherland, H. L.
1886 Sweatman, Rt. Rev. Arthur
1885 Symons, Harry

1889 Tait, Thomas
1883 Tassie, W. T.
1887 Taylor, W. J. M.
1890 Taylor, M. J.
1883 Thomas, F.
1882 Thompson, Samuel H.
1886 ‡Thompson, Walter S.
1886 ‡Thompson, W. D.
1887 Thompson, J. E.
1888 Thompson, W. E.
1889 Thompson, J. H.
1890 ‡Thompson, J. T.
1890 Thompson, F. C.
1882 Thomson, J. D.
1884 Thomson, W. C.
[illegible] ‡Thorne, R. E.
1881 Thorne, Horace
1884 Tilley, L. A.
1887 *Tisdale, Lt.-Col., M.P.
1879 Todd, Philip
1885 Torrance, H. P.
1880 Totten, Henry
1880 Townsend, C. J.
1880 Townsend, S. H.
1886 Townsend, Gilbert
1889 Townsend, S. E.
1889 Townsend, J. T.
1886 Turnbull, J.
1858 *Turnbull, Lt.-Col. F. F.
1885 Turner, Fred. A.
1887 ‡Turner, P. E.

1887 *Ussher, E. S.

1890 ‡VanKoughnet, G. M. D.
1887 Vernon, H. E. Harcourt
1884 *Vickers, J. A. D.

1881 Wade, Henry
1886 *Wade, Frank M.
1870 *Wadsworth, W. R.
1888 Wakefield, W.
1887 Walker, B. E.
1888 *Walker, F. H.
1885 Walker, David
1885 Walker, H. R.

*Non-resident. ‡Junior.

1890 Walker, Dr. H.
1888 Ward, P. B.
1886 Watson, G. F.
1888 Watson, J. P.
1882 *Watson, H. M.
1889 ‡Wedd, M. DeS.
1890 ‡Wedd, L. E.
1888 Welch, H. W.
1888 Wells, J. R.
1889 Wey, H. T. G.
1887 Whitney, Clarence T.
1890 Wickham, H. J.
1887 Widder, Charles
1877 Wilkie, D. R.
1888 *Wilkeson, Wm.
1890 Williamson, T. G.
1890 Wilson, J. M.
1882 *Wiman, Erastus
1890 Wishart, Dr. J. T
1887 Wood, Hon. S. C.
1887 Wyatt, H. F.
1884 Wyld, Fred.
1886 *Young, R. St. B.

* Non-resident. ‡ Junior.

R. C. Y. C. Ball. — 1891.

1891.

The Annual Meeting will be held in Shaftesbury Hall on Saturday, 25th April, at Eight o'clock, p.m

ROYAL CANADIAN YACHT CLUB.

TORONTO, April 7th, 1891.

The Committee of Management, in submitting the ANNUAL STATEMENT for the Financial Year ending 31st March, 1891, beg to report as follows:

EXPENDITURE.—The amount $2114 expended during the past season on Capital Account and for improvements and repairs appears large, but when it is taken into consideration the nature of these improvements, and that they are of a substantial and lasting character, it will be readily seen that the expenditure has been well and judiciously made.

Amongst the most important of these improvements are the purchase and erection of a suitable Steam Engine and Boiler and Steam Pump which were found to be absolutely necessary for supplying, at all times, a plentiful amount of water for the building and for maintaining the grounds in proper order, which latter, at the close of the season, were pronounced to be in excellent condition. The increased pressure obtained adds materially to the protection of the buildings against fire.

CLUB HOUSE.—The Club House has been enlarged by an addition to the south-west and the new building properly furnished, thereby affording increased accommodation to the Steward's Department, a want hitherto much felt. To the Cooking Department has been added a large Steel Range of modern design, the stove formerly in use having been condemned as useless after several years service.

FURNITURE.—A large outlay has been occasioned in purchasing Carpets for the Dining Room, Hall, and Main Stairway, as well as Tables, Chairs, Cutlery, etc., for the Dining Room.

GROUNDS.—A suitable Lawn Roller and new Water Service are among the improvements to the Bowling and Tennis Grounds.

LAUNCH.—The Launch has been furnished with new Cushions and Oilcloth.

YACHTING.—The Racing Season of 1890, may be said to have been a successful one.

CLUB RACES.—There were sixteen Club Regattas held during the season.

L. Y. R. A.—On the 15th August, the L. Y. R. A. Circuit Races were held under the auspices of the Club and proved a decided success, all the Association Clubs being fairly represented and each class well filled.

CARNIVAL.—On the 2nd July, was held the Carnival Regatta which brought together seventy-five yachts, the largest fleet ever witnessed in Toronto waters, and in the evening the illuminations at both Club Houses and on the yachts presented a scene of great brilliancy.

FLEET.—The number of Yachts at present in the fleet is fifty-one, and it is expected that three or four of the most modern type of boat will be added at the commencement of the season.

PRIZE MONEY, ETC.—The total sum devoted by the Club to the interests of Yachting for the past season was $1824; of this amount $1372 was expended in prizes: *i. e.*, $835 for the Annual Regatta, and $537 for the Club Races.

CLUB CUPS.—The Races for the Club Cups were all successfully sailed to a finish. The Racing Season opened on the 31st May, and closed on the 27th September.

L. Y. R. A.—At the Annual Meeting of the L. Y. R. A. held in Toronto on the 9th November last, several Amendments to the Association Rules were carried, two of the most important being the following:

(1ST.) That the table of time allowances be altered from 40% to 50%, as per Rule on page 41 Club By-laws and Sailing Rules.

(2ND.) That the only Classes in which Professionals shall not be allowed to handle Yachts, shall be those for boats of thirty feet corrected length and under.

VISITORS.—On the 30th May, their Royal Highnesses, the Duke and Duchess of Connaught, were entertained at the Island Club House, on which occasion His Royal Highness graciously consented to become a Patron of the Club.

BALL.—The Club Ball held at the Pavilion (Horticultural) on the 4th February, under the distinguished patronage of their Excellencies the Governor-General of Canada and the Lady Stanley, of Preston, who honoured the Ball with their presence, proved to be the most brilliant entertainment ever witnessed in Toronto, the success of which was due to the energies of the several active Committees who had charge of the arrangements.

QUEEN'S CUP.—The Committee took the opportunity of His Excellency's presence in Toronto in February last, to make application to him—as Her Gracious Majesty's Representative—for a Queen's Cup, and he very kindly expressed himself on the subject, and at his suggestion a memorial to Her Majesty was prepared and forwarded in due course, and your Committee have every hope of the request being granted.

MEMBERS RESIGNED, DIED, STRUCK OFF LIST UNDER BY-LAW 35, ETC.—During the year six members were removed by death, 32 resigned and 15 were struck off under By-law No. 36, making a total of 53. On the other hand 99 were elected of whom 57 are resident, 10 non-resident and 32 junior.

This compares most favorably with the previous year when the total number removed from the Club List was 74, with a new membership of only 86.

PRESENT STRENGTH.—On the 31st March, ult., the Membership amounted to 718, as below.

Honorary Life Members	3
Life Members	41
Resident Members	471
Non-Resident Members	99
Junior Members	104
Total	718

All of which is respectfully submitted.

718 at present

S. BRUCE HARMAN, Hon.-Secretary.

ROYAL CANADIAN

Statements for Financial Year

INCOME ACCOUNT.

Receipts.			Expenditure.		
Entrance Fees		810 00	Entertainments		442 20
Subscriptions:			Regattas		2353 08
Resident	7792 50				
Non-Resident	432 00		Island Club:		
		8224 50	Maintenance	310 82	
Boat Racks		244 00	Wages	874 00	
Launch Books		204 35	Board, Servants	196 00	
Lockers		235 00	Washing	216 25	
Regattas:			Fuel	89 45	
Subscription	500 00		Rent and Taxes	163 79	
Dinner Tickets	177 65		Repairs	78 39	
		677 65	Sundries	36 50	
Steward's Department		791 64			1964 70
Billiards and Cards		36 95	Town Club:		
Sale of Carpet		52 00	Maintenance	213 70	
			Wages	523 50	
			Washing	40 76	
			Fuel, Gas and Water	182 68	
			Rent and Taxes	191 21	
			Repairs	28 86	
					1180 7
			Launch:		
			Maintenance	272 15	
			Wages	714 28	
			Fuel	480 42	
			Repairs	167 86	
			Books	33 85	
					1668 56
			Grounds:		
			Maintenance	54 81	
			Wages	265 30	
			Trees, Plants, etc.	112 45	
					432 56
			Secretary and Auditor		850 00
			Books and Stationery		180 20
			Periodicals		41 40
			Printing and Advertising		141 50
			Interest		759 50
			Insurance		124 50
			Balance:		
			Transferred to *Capital Acct.*		1137 18
		11276 09			11276 09

YACHT CLUB.

Ending 31st March, 1891.

Receipts. CAPITAL ACCOUNT. Expenditure.

Cash in Bank and on hand, 1st April, 1890	820 11	Mortgage Account	300 00
Income Account, balance transferred	1137 18	Toronto Yacht Club, Stock	150 00
Subscriptions, 1891, paid in advance	430 50	Club House Properties	1000 10
Sundry Creditors	397 90	Launch	206 71
		Furniture, etc.	484 92
		Stock of Liquors and Cigars	208 87
		Insurance, unexpired	45 00
		Cash in Bank and on hand, 31st March, 1891	298 09
	$2785 69		$2785 69

Dr. Profit and Loss Account. *Cr.*

To Properties Acct., amount written off	292 10	By Balance at credit, 1st April, 1890	10953 46
Launch, " "	206 71	Income Account for year ending 31st March, 1891	1137 18
Furniture, " "	284 92		
Dry Dock. Appropriation	352 56		
(Surplus from Ball, 1889, credited in error last year.)			
Balance, 31st March, 1891	10954 35		
	$12090 64		$12090 64
		By Balance at credit, 1st April, 1891	10954 35

Assets - and - Liabilities.

Island and Town Club Properties	20890 00	Mortgages	11900 00
Launch	1500 00	Stockholders, Royal Canadian Yacht Club	150 00
Furniture, etc., Island and Town Clubs	1400 00	Stockholders, Toronto Yacht Club	90 00
Stock of Liquors, etc., on hand	283 87	Subscriptions, 1891, paid in advance	430 50
Insurance Premium, unexpired	45 00	Sundry Creditors	449 55
Cash, in Bank and on hand	298 09	Interest, 31st March. 300 00	
		Insurance, " 60 00	
		Sundries 89 55	
		Dry Dock	352 56
		Profit and Loss Account	10954 35
	$24326 96		$24326 96

Certified to be correct,

(Signed), **W. S. ANDREWS, F.C.A.,**
Auditor.

Toronto, 7th April, 1891.